

to assisting others was unparalleled, and she will be sorely missed.

CONGRATULATIONS TO DUNBAR
HIGH SCHOOL AND COACH ROBERT
HUGHES ON 5-A BASKETBALL
CHAMPIONSHIP

HON. MARTIN FROST

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, March 19, 2003

Mr. FROST. Mr. Speaker, I want to recognize and congratulate the remarkable Dunbar High School boys basketball team and their legendary coach Robert Hughes for winning the 2003 Texas Division 4-A championship.

Throughout the championship tournament, sports fans across Texas eagerly followed the Dunbar team to see if Coach Hughes would win his fifth state championship just weeks after setting the national record for the most wins by a high school basketball coach. An outstanding group of student athletes from Fort Worth made sure we weren't disappointed.

The championship game pitted Dunbar, the top seed, against No. 2 seed Oxen High School. Led by outstanding play from Jeremis Smith, Lance Jackson, Dominique Williams, Jeff Muriel and other Wildcats, Dunbar came from behind to win the second championship in Dunbar's school history.

With the excitement of the tournament behind us, talk is turning to whether Coach Hughes will return for his 46th season of coaching. The Dunbar players, many of whom are returning next season and who desperately want to play for the title again in Austin, have made it very clear that they want Coach Hughes back on the bench. And all of us who greatly admire everything Coach Hughes has accomplished on the court and to help countless young peoples' lives also hope to see him back next year.

PERSONAL EXPLANATION

HON. BARBARA LEE

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, March 19, 2003

Ms. LEE. Mr. Speaker, on March 18, 2003, during rollcall vote No. 65 on H. Con. Res. 26 I was unavoidably detained. Had I been present, I would have voted "yea."

INTRODUCING THE AVIATION INDUSTRY
STABILIZATION ACT OF 2003

HON. JAMES L. OBERSTAR

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, March 19, 2003

Mr. OBERSTAR. Mr. Speaker, today I have introduced the "Aviation Industry Stabilization Act." The bill addresses the burdens placed

on the industry by the terrorist attacks on September 11, the increased security required in response to the attacks, and additional burdens the industry will face if there is a war with Iraq.

Although the events of September 11 were directed at our Nation as a whole, the airlines were used as the weapons of attack and, as a result, have incurred a disproportionate share of the costs of the attack.

The effects of September 11 on the aviation industry were direct and far-reaching. Commercial airliners were totally grounded for several days and realized no revenues while incurring hundreds of millions of dollars in expenses. Even after the industry resumed flying, passenger traffic has not fully recovered because of public anxiety that the airlines could again become a weapon for terrorists. The events of September 11 have also added to the industry's expenses, including a billion dollars a year in increased insurance costs, and loss of substantial revenues because of security limitations on the carriage of freight and mail. In addition, we have required increased security for the aviation system after September 11. Although it was our intent that the general public pay most of these added costs, and that the new Transportation Security Administration take over many security functions, we have not fully compensated the airlines for the added costs involved in functions they continue to perform, such as screening catering facilities, checking documents, screening passengers and persons with access to aircraft, and cockpit door retrofit.

The costs of a war with Iraq will also fall disproportionately on the airlines. A war with Iraq is likely to add substantially to the industry's financial distress, including increased fuel costs (fuel is approximately 15 percent of the airlines' total costs), loss of revenue from the reluctance of passengers to fly—especially in the trans-Atlantic service—and the need of our military to use the airlines' aircraft to carry troops and equipment to the war zone.

Shortly after September 11, Congress responded to the aviation industry's financial problems by passing a \$15 billion package of direct assistance and loans. Even with this assistance, the Air Transport Association (ATA) states that passenger carriers reported over \$10 billion in 2002 net losses. ATA forecasts \$6.7 billion in net losses of 2003 if the United States does not go to war with Iraq. However, if the United States does go to war with Iraq, ATA forecasts that airline net losses for 2003 will be \$10.7 billion to \$13 billion.

The costs of September 11 have fallen not only on airline creditors and stockholders, but also on their employees. Airline workers have suffered unprecedented job loss and economic uncertainty. Some 100,000 airline employees are out of work or facing imminent lay-off. The ATA forecasts another 70,000 layoffs if there is a war with Iraq. And, with two major airlines in bankruptcy, and more likely to follow, the staggering job losses may grow.

Mr. Speaker, we must act now to stem the tremendous costs of September 11 that are continuing to be imposed on the airlines and their hard-working employees, and the even greater costs and revenue losses that are likely once the war with Iraq commences. The airlines have already shouldered, and are con-

tinuing to shoulder a disproportionate share of the costs of September 11. We must not force them to bear a disproportionate share of the direct and indirect costs of a war with Iraq. We must act now to provide airlines with stable, low cost war risk insurance from the federal government, relief from security burdens that are the responsibility of the entire country, and assistance in coping with any major increase in fuel costs and any loss of traffic, resulting from a war with Iraq.

Specifically, my bill provides:

WAR RISK INSURANCE

A permanent limitation on airline liability for third party damages (i.e. injuries to people in a building or on the ground) from acts of terrorism to \$100 million, and extends existing war risk policies until December 31, 2007 at premiums no higher than now.

FUEL PRICES

Loan Guarantees: Reopens the federal loan program established by the Air Transportation and System Stabilization Act (Pub. L. 107-42) and dedicates \$3 billion of the \$10 billion program to federal guarantees for loans or for lines of credit, or direct lines of credit for carriers to purchase fuel. In other words, the program authorizes ATSB to issue a loan guarantee, or issue a line of credit directly to carrier or to guarantee a line of credit issued to a carrier by a third party.

Strategic Petroleum Reserve: Requires the Secretary of Energy to draw down not less than 500,000 barrels per day of petroleum from the Strategic Petroleum Reserve (SPR) to offset dislocation or price spikes in the jet fuel market due to a possible war with Iraq.

AIR CARRIER REIMBURSEMENT

Air Traffic Losses: Authorizes the Department of Transportation to reimburse, subject to appropriations, an air carrier for any financial losses that the DOT determines are attributable to the loss of air traffic due to a war with Iraq.

Security-Related Activities: Directs the TSA, within available resources, to reimburse air carriers and airports for screening related activities they are still performing, such as catering, document checks, and screening of passengers and persons having access to aircraft. In addition, directs the TSA to reimburse such entities for the provision of space. The bill also directs the TSA to reimburse air carriers for the costs of strengthening cockpit doors.

Civil Reserve Air Fleet: Ensures that air carriers participating in the civil reserve air fleet program are compensated for positioning, de-positioning, and other ferry portions of such missions. During the gulf war, many air carriers performing CRAF missions lost revenue from the lack of return flight traffic.

Mr. Speaker, my bill recognizes the ongoing plight of the aviation industry, for the costs imposed upon them by the terrorist attacks of September 11, the increased security necessitated by the attack, and the likely war with Iraq. National security is the responsibility of the entire nation; disproportionment costs should not be imposed on the industry that happens to be the means of terrorist attacks.

I urge my colleagues to join me in working to pass this important legislation.